

THE LACLEDE BLADE

Entered at the postoffice at Laclede, Mo., for transmission through the mail as second class matter.

A. J. CAYWOOD.

Friday, October 2, 1914.

Why Roosevelt Has Failed

When Theodore Roosevelt passed through St. Louis not long ago the most uniform opinion expressed relative to his appearance and the impression he made was that "Teddy is growing old."

He is growing old; at least, he is growing older. But we do not believe it is the weight of years that is robbing one of the most extraordinary personalities of modern times of its spirit, its buoyancy, its energy, its confidence, and all those other qualities which are associated with youth.

Neither do we believe it was the arduous journey into South America which made such marked inroads upon the extraordinary egotism and pride of the man who at one time had a greater number of admirers in the United States than any other man.

We believe it is nearer the truth to say that Roosevelt's physical deterioration is due to the reflections which must be forced upon him, whenever he stops to think what his career has been and what it has meant, during the past two years.

The former president was never a weakling in any respect. His associations were always manly men, who knew how to fight after the fashion of men. He was never one to sulk in a tent, and to place barriers between himself and other well-conditioned men—men well conditioned in mind and body.

But that fatal blunder during the days of the Chicago convention changed all these conditions. He is now identified as the friend and associate of the Perkinses and Pinchots and the Beveridges and the other mal-contents and illy-equipped American citizens.

The excitement of the thing might have sustained him for a year or so; but it was inevitable that when the Roosevelt that used to be came to the task of meditating upon what he had lost, and measuring that loss against what he had gained, a great disheartenment must follow.

We believe that Roosevelt is ashamed of much of the company he now keeps, and that he regrets the old friends who knew how to win fairly, or to lose gamely.

The plain truth is that no man possessing the truly great characteristics which Roosevelt undoubtedly possesses could retain his health and spirit, when compelled to contrast the things that are with the things that were, and might still have been.—St. Louis Times.

The Farmers and the Railroads

Farmers and those engaged in agricultural pursuits and who yet remember the efforts of certain visionaries to force the Missouri farmer to support the burden of taxation through the single tax, will, no doubt feel keenly for the railways of Missouri in their hopes to be relieved of the discriminatory burden which the full-crew bill seeks to impose on the railways, and which Missouri farmers and business men will have an opportunity to pass on as the court of last resort when it is submitted to them in the form of referendum No. 9 at the November general election.

Surely no farmer would be willing to have the other farmers of Missouri, along with him, assume a burden of an added \$500,000 taxation annually on Missouri with what you need in these lines.

farm lands. This in spite of the fact that the farm lands of Missouri are valued at more than \$1,710,000,000. How much more will the railways of Missouri feel the burden of paying out \$500,000 annually to extra brakemen under the full crew law when it is realized that the value of Missouri railway properties is estimated to be about \$450,000,000 or less than one fourth of the value of Missouri farms. A proportionate burden on Missouri farm lands would be added taxes aggregating more than \$2,000,000 each year, something that the Missouri farmer, would resent just as he did the efforts to impose the single tax measure on him.

The full crew law which is the subject of referendum No. 9 provides that the railways shall maintain a brakeman for each 40 cars in a train and an additional brakeman for every train of more than 40 cars. Farmers would resent any efforts to compel them to employ a hired man for every 10 acres of land owned by them; or, to continue the proportion, two farm hands for 20 acres or three farm hands for every 30 acres tilled.

The railways allege that the full crew bill is not in the interest of "Safety First" the slogan coined and made popular by the railways and this claim is at least entitled to consideration by Missouri farmers, who will grant that the railways know as much about their business as they, the farmers, do as to the operation of their farms.

The \$500,000 which it is proposed by the full crew law to make the railways pay out each year for an additional brakeman for crews now made up of engineer, fireman, conductor, brakeman, and flagman, would, if placed to the betterments of stations and stockyards and service on shipments, give the farmer a benefit. If taken from the railways and given to an extra and as the railways allege, useless brakeman, it means that the railways will not have \$500,000 annually to expend for betterments in Missouri but that rates must be raised, not only to pay the \$500,000 taxation annual expenditures necessitated by the full crew law, but to make betterments still further rate advances must be granted. Hence the farmer and business man will serve his own interest by voting NO on referendum No. 9, and will also aid the railways to escape from legislation which had its origin at the same source as did the obnoxious single tax amendment of two years ago.

Wheat vs the War

War in Europe boosts the ways of peace in Missouri. The crop reporters of the board of agriculture on September 1st said "5 per cent decrease in wheat acreage for 1915." The advance in selling prices of wheat and the outlook for continued war abroad has since stiffened the backbone of the Missouri farmer—and the outlook now is for an increased acreage of wheat over the earlier outlook. Federal and state authorities agree that October 1st is the deadline on danger from Hessian fly in north Missouri, and October 15th in south Missouri. Millions of fly maggots are working in the volunteer wheat now in many sections. Sowing earlier than the above dates invites trouble. All volunteer wheat should be turned under at once. Wheat for pasture, sowed early, is the king of Hessian fly incubators.

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Thursday, October 8th, 1914,

One Hundred Head of Stock

One pair of black yearling mare mules well matched; one pair of spring mare mules. These mules are all good quality and size. My entire herd of Jerseys consisting of six cows now giving milk. In this number some of the best cows I ever owned testing as high as 9 per cent. Two yearling heifers, two heifer calves, two bull calves, one two year old bull, registered. These cows and heifers are all bred and will certainly satisfy any one wanting milk and butter. 27 good ewes and 10 ewe lambs. These sheep are all heavy sheares and in fine condition. Sheep will be sold in four bunches. 40 head of full blood Duroc Jersey shoats; about half are gilts and will be sold separate for brood sows. One male pig, one yearling sow with young pigs; have the papers for this gilt. All of this stock belongs here on the farm and positively must sell. Arrange to attend this sale as I may have what you want.

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